

Public Information Meeting #2

Public Information Meeting

ILLINOIS ROUTE 29 STUDY Illinois Route 6 to Interstate 180

When?

Wednesday, July 14, 2004
4:00 p.m. to 7:00 p.m.

Thursday, July 15, 2004
4:00 p.m. to 7:00 p.m.

Where?

Henry-Senachwine High
School Gymnasium
1023 College St., Henry, IL

Three Sisters Park
The Pavilion
17201 N. IL Route 29,
Chillicothe, IL

The Illinois Department of Transportation will hold two open-house public meetings to review refinements to the Illinois Route 29 alternatives presented at the first public meeting in June 2003 and to obtain public input. More detailed information for the portion of Illinois Route 29 north of Chillicothe to I-180 will be available for review at the meetings, and new alternative alignments will be shown in the Chillicothe area. The purpose of the study is to evaluate alternatives to expand IL 29 to a 4-lane highway from IL 6 near Mossville to I-180 near Hennepin.

Who Should Attend?

Communities that may be affected or interested in the project include Peoria, Mossville, Chillicothe, North Hampton, Whitefield, Hopewell, Sparland, Lacon, Henry, Putnam, and Hennepin.

The public is invited to attend either of these meetings any time between 4:00 p.m. and 7:00 p.m. Study staff will be available to answer questions and receive comments. The public may also submit written comments. All comments received within ten days following the meetings will be included in the official project record.

The meeting rooms are accessible to persons with disabilities.

Persons needing special accommodations should contact:

Eric Therkildsen
Illinois Department of Transportation District 4
401 Main
Peoria, Illinois 61602
(309) 671-3333

TDD: (309) 671-3450

This advertisement ran in the following newspapers on the noted dates:

- Peoria Journal Star, 6/29/04 & 7/9/04
- News Tribune, 6/29/04 & 7/9/04
- Chillicothe Times Bulletin, 6/30/04 & 7/7/04
- Chillicothe Independent, 6/30/04 & 7/7/04
- Henry News Republican, 6/30/04 & 7/7/04
- Lacon Home Journal, 7/1/04 & 7/8/04
- Bureau Valley Chief, 7/1/04 & 7/8/04
- Bureau County Republican, 7/1/04 & 7/8/04
- Times Newspaper, 6/30/04 & 7/7/04
- Illinois Valley Times, 6/30/04

124 SW Adams, Suite 300

Peoria, Illinois 61602-1388

phone: 309.676.0755

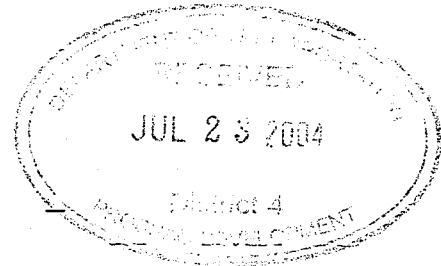
fax: 309.676.7534

www.peoriachamber.org



July 16, 2004

Eric Therkildsen, PE
Illinois Department of Transportation
401 Main Street
Peoria, IL 61602



RE: - Illinois Route 29 Design Study

Dear Mr. Therkildsen:

As you are aware, the Peoria Area Chamber of Commerce has had a position of qualified support for the Route 29 improvements. From our perspective, the improved roadway must be a 4-lane, 65 mph, limited access facility. While it appears the design officially accomplishes this goal, we have great concern that particularly in the center section the amount of access will make consistent travel at 65 mph unlikely. I realize that it will be a median divided roadway with right on/right off access only. Nevertheless, with access from local roads, residences and field entrances there will be significant slowing of traffic to get on or off the roadway.

On behalf of the Chamber board, if the decision is to build this road way I encourage IDOT to limit the access more to this road facility.

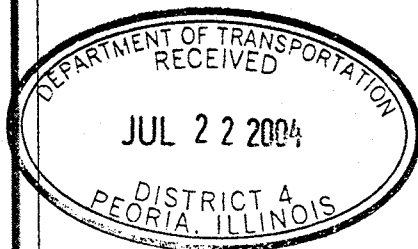
Sincerely,

Jim Montelongo
Jim Montelongo
Chairman

Business

Prosperity

Collaboration



COPY

INST. ENGR.	
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. RES.	
OPERATIONS	
PROGRAM DEVELOPMENT	✓
REPLY	
PREPARE REPLY FOR D.E. 2004	
INVESTIGATE & REPORT	
RETURN	7

IL Route 29 Study
Illinois Department of Transportation – District 4
Summary of Comments Received
July 2004 Public Information Meetings

The project's second open-house public information meetings were held on July 14th and 15th, 2004 from 4:00 p.m. to 7:00 p.m. The July 14th meeting was held in Henry at Henry-Senachwine High School and was attended by approximately 176 people. Approximately 408 attended the meeting on July 15th at Three Sisters Park in Chillicothe. The purpose of the public information meetings was to provide project-area residents with the general status of the project, obtain public input on the range of alternatives currently under consideration as well as those removed from further consideration, and offer a forum for people to ask questions.

The same information was presented at both meetings, including alignments to be carried forward for additional study, alignments to be eliminated from consideration, typical sections, a project newsletter and meeting handout. Comment forms were available for those who wanted to leave comments at the meeting. Project staff from IDOT and CH2M HILL were available to answer questions and discuss the project alternatives.

A summary of the written comments received during and after the July 14th and 15th meetings is found on the following pages. The comments were placed in categories developed by the project team to assist in understanding the public's reaction to the project. Most comments at both meetings concerned either a specific alternative or the project in general. The "Miscellaneous" category was added to accommodate comments that did not fit well in other categories. Fewer comments were received at this set of meetings about the project's purpose being to provide a more efficient route between Peoria and Chicago than were received at the first public information meeting.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

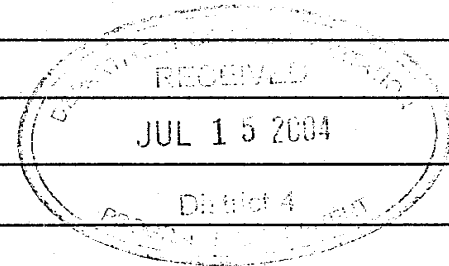


If you have questions, comments, or opinions related to this study, please complete this comment form.

I PREFER THE 2 OPTIONS GOING LOWER THAN THE HILL SIDE IN THE FLOOD BUYOUT SECTION.

BUT WOULD LIKE TO SEE THE LOCAL BUSINESSES BE BYPASSED TO BE ABLE TO STAY WHERE THEY ARE WE ONLY HAVE A POST OFFICE A LOCAL TAVERN AND A FEW OTHER SMALL BUSINESSES I WOULD LIKE TO SEE THE WIFFEL TREE PLACE MOVED SOMEWHERE ON TOP OF THE HILL TO WHERE THEY CAN HAVE A VIEW OF THE RIVER. OR HAVE IT GO THROUGH THE YANKEE LANE AREA. IF YOU GO THROUGH THE HILL SIDE AREA OF TOWN YOU WILL DESTROY THE TOWN.

THANK YOU FOR YOUR ATTENTION AND COOPERATION IN THIS MATTER



Name: TERRY L. MURPHY
Affiliation: TRUSTEE VILLAGE OF SPARLAND
Address: 407 3RD ST
SPARLAND, IL 61645

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

29 ✓

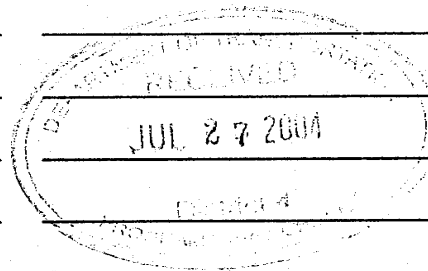
If you have questions, comments, or opinions related to this study, please complete this comment form.

I believe the State of Illinois is wasting our money finding the best route between Rt. 6 & Int. 180. Illinois needs to improve the condition of current roads. All roads - Federal, State, County and Township roads that run thru Illinois.

What happened to the new bridge across from Massville connecting us to the other side?

Illinois does not need another road to maintain. A Bad job is already being done.

Taxes on gas are already too high and the common person can't afford much more -



Name: Martha Murray

Affiliation:

Address: 20121 N. Blue Ridge Rd
Chillicothe, IL 61523

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list. Believe I am already on list.
☐ Please remove my name from the mailing list.

If you have questions, comments, or opinions related to this study, please complete this comment form.

I believe that this is a terrible misuse of funds. In the past three years I have traveled route 29 about 600 times and have not had any major traffic problems, and especially none that would need a \$500 million dollar solution which would limit the access of farmers to fields.

I further believe that an interstate style highway would be detrimental to the wonderful recovery of wildlife that are returning to the river valley. This ecosystem according to educational videos put out by the state is some of our least abundant and most threatened so 4 lane highways should choose less environmentally sensitive areas.

As a possible economic factor

I see it providing death for local jobs and businesses promoting the flight to Wal-Mart at the cost of local merchants and small town atmosphere.

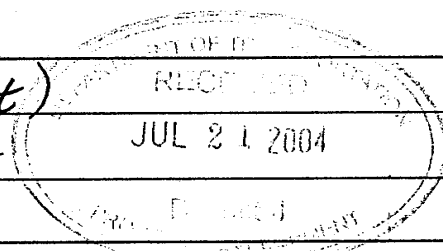
Since there are fewer ~~upset~~ voters in Marshall and Putnam Counties are politicians ramrodding a poor plan through our district instead of upsetting the Woodford Co voters for the far more logical, environmentally more sound, cheaper extension of 4 lane route 24 from Eureka to I-39 in El Paso to make the Peoria-Chicago route

Name: David Myers

Affiliation: Citizen (upset)

Address: 1331 N. 5th St

Chillicothe, IL



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☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM

The Illinois Route 29 Study

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If you have questions, comments, or opinions related to this study, please complete this comment form.

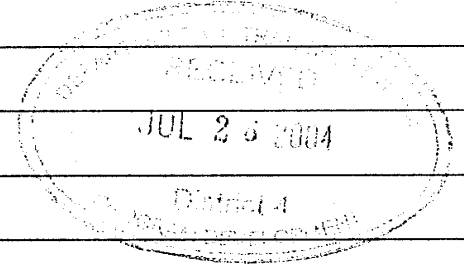
This road is not ~~needed~~
the state ^{is} broke, we
need more money for
schools not another road.

What ~~is~~ wrong with going
up with Rt 39. if
you think it needed.

If is federal government
money, they are broke
too

I have not wrote a
letter in over 50 yrs, so
thats a lot mistakes

I hope you people
don't make a big mistake
by making another road.



Name:

Affiliation:

Address:

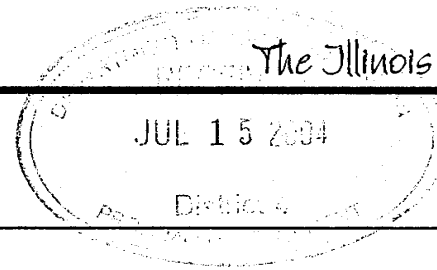
J. Neuhalfen
RR 1
Le 1537
Henry IL

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☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

If you have questions, comments, or opinions related to this study, please complete this comment form.



The Illinois Route 29 Study

29 ✓

We don't need this road at
all I have worked in the
trucking industry for 40 years.
Trucks have been getting
in out of this area with
goods for many years.

Name:

Danny Newell

Affiliation:

Home owner

Address:

16117 Brougham Dr

Chillicothe Il 61523

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

29 ✓

If you have questions, comments, or opinions related to this study, please complete this comment form.

It would be easier to get to work in Peoria but that is not necessarily a good thing.

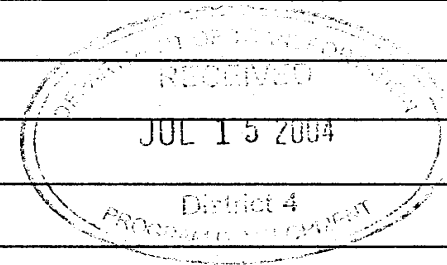
It isn't a good thing at all ... I don't think any of us are in that much of a hurry to get to Chicago.

I drive to Rockford on a regular basis & can easily live with Rt 29 - Rt 97 & I 180 as my alternate routes

Obviously I don't want an interstate in my

backyard or my front yard

Could you get any closer to people's homes?



Name:

Paula Newell

Affiliation:

Address:

16117 Brougham

Spencer Knolls - Chillicothe

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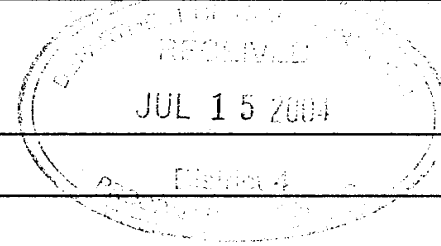
COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

29

If you have questions, comments, or opinions related to this study, please complete this comment form.

Don't Need The Road
at All. Spend the
Money on Fixing
the Roads we Have



Name:

Joanne McLoggout

Affiliation:

Address:

14219 N Wayne Rd
Chilli

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM

The Illinois Route 29 Study

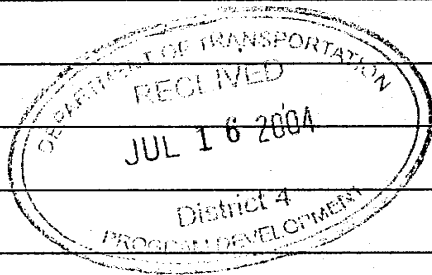
29
✓

If you have questions, comments, or opinions related to this study, please complete this comment form.

I'm studying the C2 & C3-C3A the thing I see is less traffic congestion if C2 was used. Also less stabilizing of the bluff along present Rt 29 & moving of rail line. Also the natural areas wouldn't be effected. Also the wet lands between Spauland & Henry would be missed.

The Bluff at Hopewell was removed to stabilize it several years ago at a high cost & would have to be chgd again at higher cost if C3-C3A is done causing more inconveniences too.

If off this bluff is changed along Rt 29 the possibility of homes on east edge of Hopewell being involved also exists.



Name: Robert L Meyer

Affiliation:

Address: 175 Potawatami Ct

Spauland Ill 61565

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☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

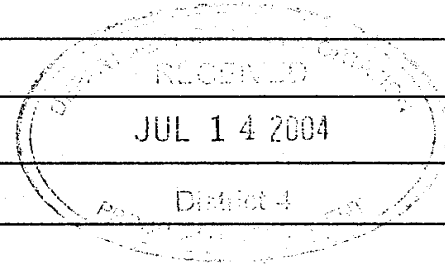


If you have questions, comments, or opinions related to this study, please complete this comment form.

I live west of Spaulding Ill

A Farmer

I think you ^{should} build the new Road on R 29
4 lanes with a wall down the ~~middle~~ center
A lot of traffic travels east on R 17 at
Spaulding



Name: Robert W. Monier

Affiliation: _____

Address: R.R. 1 Spaulding Ill 61565

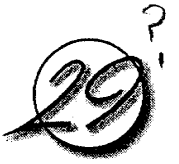
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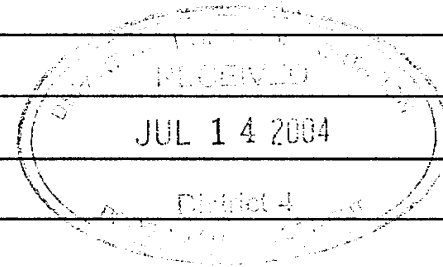
COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study



If you have questions, comments, or opinions related to this study, please complete this comment form.

We Need Access from New
29- to Old 29 from
So. - Something like
A Business Loop -
This is Very Important



Name:

Ken McK-trick

Affiliation:

Ries McK-trick Newton Mortonson
Henry Chamber of Commerce

Address:

P.O. Box 167
Henry IL 61537-0167

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COMMENT FORM - July 2004 Public Information Meetings

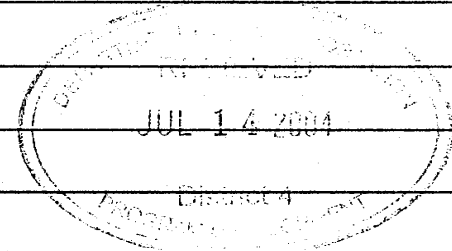
The Illinois Route 29 Study



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Ch Weather Do some sort of Reapers on Rd. Not Safe or you can not see holes. Meet Truck Nite of 7/13 and he took Center of the lanes. Trouble will catch up with someone getting Hurt.

If Nothing is to be done on 29 until 4 or 5 yrs as is known why not grid of Hump?



Name: T. J. Adams

Affiliation: 59 Bay Shore Dr.

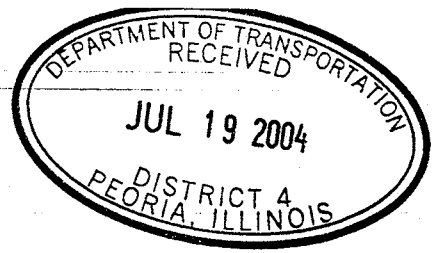
Address: Lacon, Il. 61540

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

7-13-04



Dear IDOT District 4:

- ① As expressed during two previous telephone conversations, Duke Ash Farms, Inc. is hoping that the proposed Route 29 improvement will not impact our farm land.
- ② If there is no alternative than to impact our farmland, then we are hoping that said impact will be kept to an absolute minimum by following the old Rt. 29 and by not cutting through our farm.
- ③ If there is no alternative than to impact our farm by cutting through it, then it is imperative that said impact be kept to an absolute [REDACTED] minimum.

Any loss of farmland will have an adverse effect on our farming business. It will also have an adverse effect on the Bachman family which is farming our land. And it will also have an adverse effect on the various companies and individuals in the area with whom Duke Ash Farms, Inc. does business.

As you know there is only a limited amount

of premium farm land with which to feed the area, the state, the country, and the world. Once it's gone, it's gone for good. In other words, more can't be manufactured.

I have read Numerous articles about how premium farm land is rapidly disappearing [REDACTED] as population continues to grow and about how such loss of premium farm land could have Negative long term consequences.

I know that you are taking Numerous considerations and interests into account in your process. I would submit that the preservation of premium farm land is as important as any other competing interest.

Thank you for your time and attention.

Sincerely,

Joe Ash, Jr.
(Joe Ash, Jr.)
For: Duke Ash Farms, Inc.



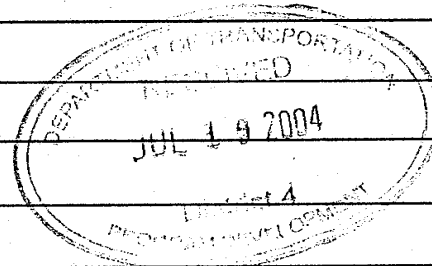
COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study



If you have questions, comments, or opinions related to this study, please complete this comment form.

great display... I talked to a helpful lady who led a group of us through the S-6B,C options around Galena Knolls. I don't mind having a highway nearby if I can get on it conveniently. ~~the~~ the Spillman Rd interchange seems to be removed from Rome access. The Knox Ave access to Rt 29 would be a great safety improvement for traffic. thanks for your hard work on our highways!



Name: Craig M. Berger, P.E.

Affiliation: resident - Galena Knolls

Address: 16123 Grant Ct

Chillicothe, IL, 61523

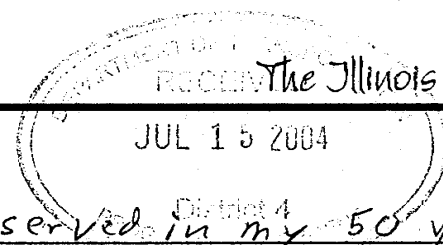
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COMMENT FORM - July 2004 Public Information Meetings

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The Illinois Route 29 Study

29

The plan makes sense to the north side of Chillicothe. From there the route should cross the river and follow the railroad tracks to I-39 and then on to I-55. All this type of road to north of Chillicothe will do is cause more urban sprawl just as improved 116 has done to the east of Peoria. This urban sprawl will take more farm land out of use for subdivisions than any road project will. Roads should be built to make safer roads and the use of less fuel by making more direct routes. A good example in this area is I-155 for traveling to St. Louis. This route improvement is about one of the dumbest projects I have

observed in my 50 years of living in the Peoria area. People now use IL-12 to get to I-39 from Peoria area. A 10 year old kid can look at a map and point out most logical place to place a highway that best serves Peoria area. Why can't IDOT figure that out. It is obvious this is a political road and not a sensible logical placement of highway routing.

Name: Lester D. Bergsten

Affiliation: Retired Lt. Col U.S.A.F & Caterpillar Engin

Address: 10833 N. DANA DRIVE
Peoria, IL 61615-1163

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

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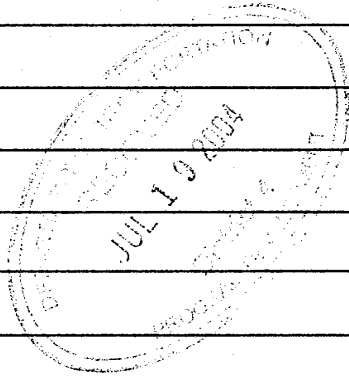
COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

29

If you have questions, comments, or opinions related to this study, please complete this comment form.

Additional comments about
Expanded Route 29



Name: LESTER D. BERGSTEN

Affiliation: Retired Lt. Col. U.S.A.R. 2nd Cav Staff Engineer

Address: 10833 N. Dana Drive

Peoria, Illinois - 61615-1163

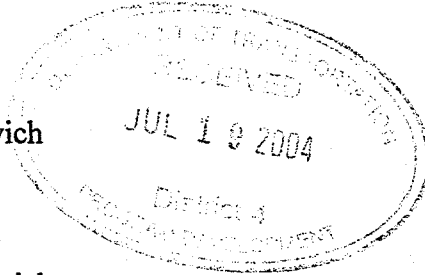
Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

10833 N. Dana Dr..
Peoria, IL 61615-1163
Sept. 12, 2002

Honorable Rod R. Blagojevich
3254 N. Lincoln Ave.
Chicago, IL 60614



Dear Congressman Blagojevich:

I want to encourage you to take a leadership role and not let highway funds be wasted on a full-access Route 29 north from Peoria to I-80. This does nothing for the economic growth and safety for people in the greater Peoria area.

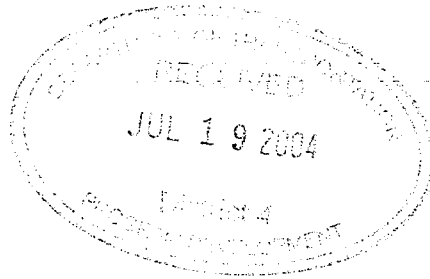
The route that is most logical is to continue Route 6 to interstate standards north of Peoria to the north side of Chillicothe (see enclosed map). A major clover leaf intersection at the Caterpillar facilities on Cedar Hills Drive would pull traffic away from in front of the grade school that is located near the Caterpillar facilities. Then on the north side of Chillicothe, construct an interchange with Route 29. This would alleviate the traffic flow through the city of Chillicothe and the accident-prone Route 29 to Peoria. This should be Phase 1 of the project and has both short term and long-term benefits.

Then Phase 2 would be to construct a bridge across the Illinois River in the narrows area just on the north side of the BNSF railroad track in an easterly direction. This crossing has four advantages:

- a. Places a bridge in a more logical spacing between the bridges in Henry and Peoria
- b. Makes an excellent location for shorter movement of dredged material from the Peoria Lakes which need material removed
- c. Gives an opportunity to generate more wetlands in the immediate area of the bridge crossing
- d. Crosses in an area where the farm areas are already split up because of the railroad Right-of-way

Phase 3 would be to construct a segment from this bridge to an interchange on I-39 with the appropriate interchanges at Route 89 and Route 117.

Phase 4 would be to continue to follow the railroad right-of-way to Route 23 just south of Streator and then follow along the railroad right-of-way to the interchange at Dwight on I-55.



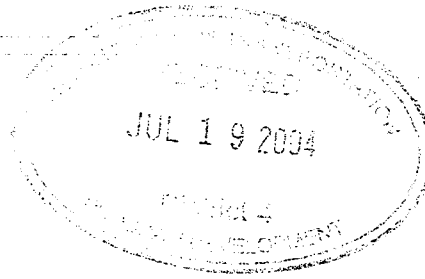
To the west of Peoria, Route 336, from Macomb and Canton with a properly placed interchange at the Greater Peoria Airport, would be a perfect fit to the above route I have described.

One of the additional advantages of this routing is that it does not split many farms. Also, it is important to remember that there is a large surplus of farmland in the United States. There are millions of acres in the CRP programs, and still farm prices are depressed because of over-supply. I have been involved with farms for 60 years, and there always has been an over-supply of grain products and Federal government subsidy programs. I recently had to sell 10 acres from two farms for a four-lane highway in Kansas. I received \$400 per acre and acknowledged that it was in the best interest of the area to have safer roads and ones that would save fuel and lives in moving farm products to market.

I understand that in Illinois roadways consume less than 1% of state land, and over 70% is still in farmland. We must work toward the use of Illinois land that will benefit the economy for a large majority and not let a small group of people block worthwhile projects that help the central Illinois economy grow, reduce fuel consumption and reduce vehicle accidents.

I was appalled at Kirk Brown's statement that there was very little support from citizens outside of Peoria for an interstate route north easterly out of Peoria. Boy, is this guy naive to think people would support a project that takes some of their land. In my 40 years of practicing in the engineering profession and being around highway construction, landfills, broadcasting towers, airport expansions and shopping malls, nearly 100% of the people in the impacted area are dead set against the projects. I guess Mr. Brown doesn't fully comprehend about the opposition to runways at O'Hare and the Peotone people that are against a third Chicago airport. A culture has developed in the U.S. called NIMBY (not in my back yard). If we let this kind of culture overwhelm us, then we will be unable to maintain the present standard of living with the increase in population that occurs in the United States. Unless we plan to go back to horse and buggy days, we must keep pace with the needs of the citizens in a particular area. Building a full four-lane, full-access Route 29 to I-180 and I-80 turns out to be a political road not a needed road.

- 3 -



This route I have recommended is one for economic growth and fits the citizens' needs in a much larger geographic area than the study corridors of A, B, C and the politician's Route 29 full-access route.

I plead with you to take a leadership role and have highways built that are logical and serve the needs of the citizens, not some misguided politicians. I would greatly appreciate it if you would inform me of your position on highways in Central Illinois prior to the fall election.

Sincerely yours,

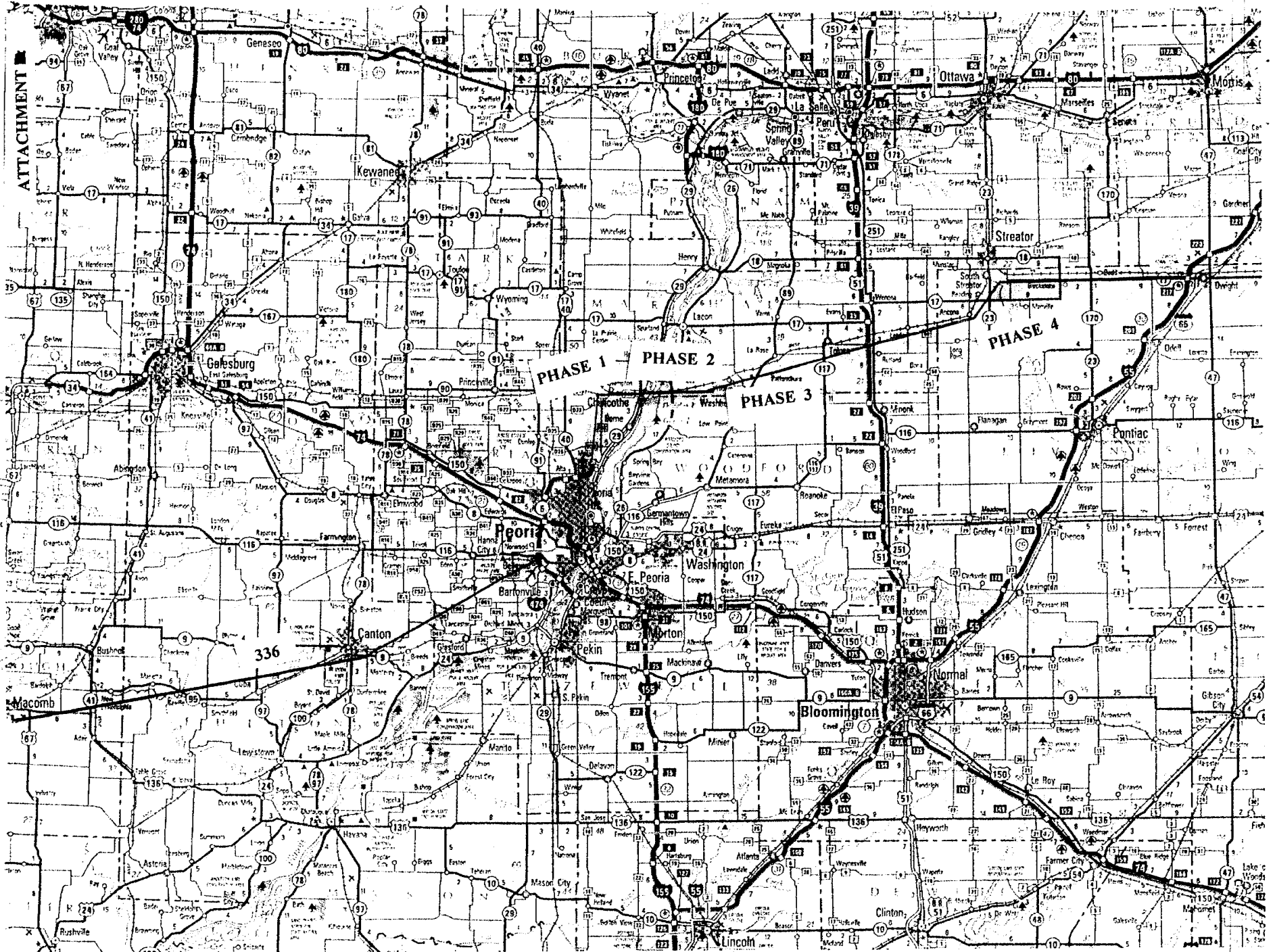
Lester D. Bergsten

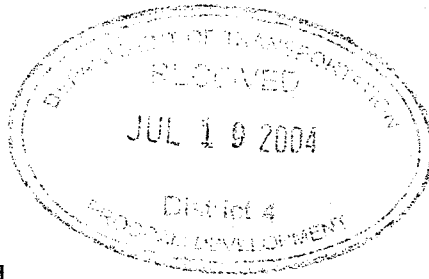
Lt. Col Lester D. Bergsten
Retired-- U.S. Air Force--
Peoria City Council-----
Engineer-Caterpillar Inc.

enc. ■ 1

WORKS 2002-BLAGOJEVICH

LOGICAL HIGHWAY PLACEMENT





10833 N. Dana Dr.
Peoria, IL 61615-1163
August 5, 2002

Honorable Ray Lahood
U.S. House of Representatives
Washington, D. C. 20515

Dear Ray:

Please see the attached newspaper article (attachment A) about the north-south highway between Interstates 80 and 88. It is quite interesting that in Congressman Hastert's congressional district, the Illinois Secretary of Transportation, Kirk Brown can designate a highway corridor before any-traffic or environmental studies are made. In Central Illinois, the same Kirk Brown spends millions of dollars on four corridor studies and fails to finalize a corridor.

To me this western corridor around Chicago is very sensible and logical. Eventually I'm sure it will be extended on past Interstate 88 to I-90. It is interesting that Kirk Brown stated that the Central Illinois corridor would disrupt too many farms. I cannot understand why farms in Central Illinois are more sacred than Northern Illinois farms.

For proper economic growth, the Central Illinois area needs a logical and sensible route to Chicago. A four-lane full access Illinois Route 29 is not a sensible and logical approach. All this will do is copycat Route 116, which invites more suburban flight from the central city and the need for more stoplights, as happens on Route 116 toward Metamora. We desperately need economic growth of industries and to get those, we must have interstate access to other main cities. Please see my attachment B as to a route to Chicago that is sensible and logical and follows a path where farms are already split by railroad tracks and Illinois Route 17.

Sincerely yours,

Lester D. Bergsten

Lester D. Bergsten

Attach: 2

cc: Kirk Brown
Joe Crowe
Peoria Journal Star

WORKS 2002-CHIC BYPASS

Hastert

7-24-01

pushing far west highway

State considering I-80-to-I-90 link

By Mike Dorning
and Jon Hilkevitch

Tribune staff reporters

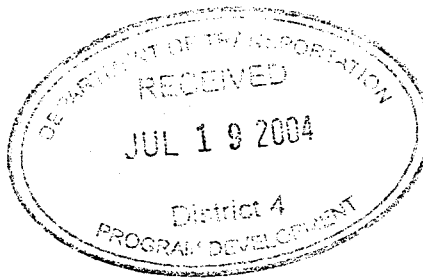
WASHINGTON—Prodded by U.S. House Speaker Dennis Hastert, the Illinois Department of Transportation has begun preparations for a possible new highway that would serve as an outer beltway on the western fringes of the Chicago metropolitan area, according to state officials and Hastert aides.

Hastert this year is seeking to add millions of dollars to a federal transportation spending bill for studies necessary to gain state approval of the project, said John McGovern, a Hastert spokesman.

Initial plans call for a north-south highway that would cut through western Kane and Kendall Counties, or possibly even into DeKalb County, said aides for Hastert, an Illinois Republican. They said the proposed highway would connect Interstate Highway 80 on the south with Interstate Highway 90 (the Northwest Tollway) on the north. Local officials in Kane County and state transportation officials said such a road would probably be sited west of Illinois Highway 47.

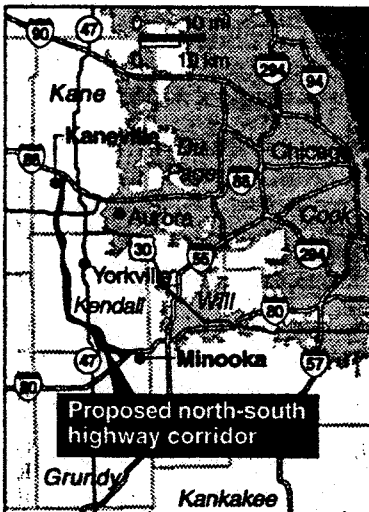
Hastert aides and IDOT officials stressed that plans are preliminary, with no precise route yet drawn for the proposed road. Any highway first would have to gain political support for funding and must pass an environ-

PLEASE SEE HIGHWAY, BACK PAGE



Illinois update

ATTACHMENT A.



SOURCES: Associated Press;
Illinois Dept. of Transportation

AP

State defines corridor for I-80, I-88 link

YORKVILLE—The state has announced where it wants to build a north-south highway linking Interstates 80 and 88 west of the Chicago area.

By defining the corridor, the state is putting first dibs on land and acting to prevent development on properties that lie within the more than 30-mile, 400-foot-wide swath.

The proposed route is mostly west of Illinois Highway 47 from Kaneville in Kane County south to Minooka in Grundy County.

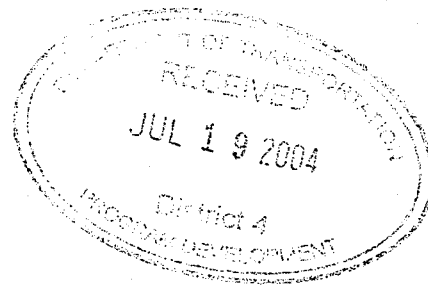
"It is critical to protect a corridor now," Illinois Secretary of Transportation Kirk Brown said. "If the subdivisions are already developed, if a shopping center is already built, it costs a lot more money to buy the land at that time."

At a Wednesday news conference, Brown said corridor protection means landowners must let the state know when they plan to build inside the corridor's boundaries.

At this time, Brown acknowledged the state doesn't have any money budgeted to buy land for the project.

He said designating the corridor also lets the state begin an engineering study, which could take three to five years.

A citizens coalition opposed to the highway complained that the state is designating a corridor before they've done traffic or environmental studies.



Tale of two highways tilts away from central Illinois

The proposed north-south highway would cut through about 30 miles of the richest farmland in the world. The new interstate, a link between two others, would encourage development and growth along its mostly rural corridor. Though the opposition is substantial, the congressman from the area has vowed to use his considerable clout to secure federal funding.

Unfortunately, this is the point where the stories of the Peoria-to-Chicago highway and the suburb-to-suburb highway diverge. On the far western fringes of the Chicago suburbs, House Speaker Dennis Hastert is pushing an outer beltway, saying it is needed to relieve congestion. In the Peoria area, Congressman Ray LaHood has withdrawn his support for a direct interstate link between Chicago and central Illinois, saying a wider Route 29 will be good enough.

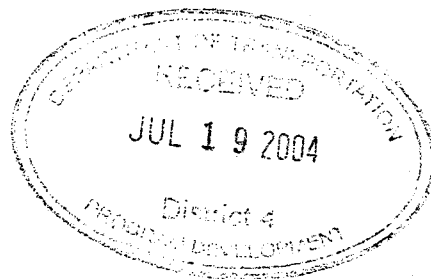
These are choices that will have consequences, and not very satisfactory ones.

For the northeast corner of Illinois, especially Hastert's already wealthy district west of Chicago, the new interstate will mean more sprawl. More subdivisions, more strip centers, more office buildings will be going up in the shadows of the road. For LaHood's largely rural central Illinois district, the lack of a direct Chicago link via interstate will make it harder to work through times of economic stagnation.

And notwithstanding Hastert's efforts to alleviate congestion, the northeast corner of the state will become more so. It will also become richer, and its public amenities — libraries, schools, parks — more palatial. Having missed out on a highway's development potential, central Illinois will continue to leak people and jobs. Our public services will remind us of the 1960s, and who wants to be back there?

Illinois would be a great deal healthier if it were a more economically balanced state. That's one of the reasons LaHood for a decade championed a new interstate serving Peoria. Unfortunately, when it came time to identify a corridor, when political opposition was the greatest, he failed to bring other legislators along, and eventually he bailed out.

Absent some unexpected change, the template for Illinois' growth for a long time has been drawn. It tilts away from here.



JOURNAL STAR, Peoria, Ill.

911 W Scottwood Dr.
Peoria, IL
61615

OPINION

Expanded Saturday Forum

Finish ring road instead of widening Route 29

On the matter of better highway connections for Peoria, it seems our elected representatives have decided irrevocably that we are going to have a widened Route 29 in lieu of any other alternative. I believe this decision is not in the best interests of Peoria.

There is more than a casual connection between the need to improve Peoria's highways and the fact the city lost population in the 2000 census. Peoria has stagnated economically through a decade of strong national economic growth. Much of the commercial building activity in Peoria is creating an illusion of growth when what is really happening is consolidation into fewer but larger stores. Those who believe that building a bigger Wal-Mart or another Cub Foods is economic growth are sorely misled if they believe this will ac-

tually create net new jobs.

Given present trends, Bloomington-Normal will be larger than Peoria by 2010. Probably the foremost factor underlying its growth has been the confluence of three interstate highways.

It has been clear for years that Peoria needed a connection to the northeast to complement the northwest-southeast Interstate 74, but somehow Peoria never spoke loudly enough to get the attention of our federal and state elected officials. But recently, the politicians did listen to small but very vocal groups from areas through which this connection to the northeast would pass.

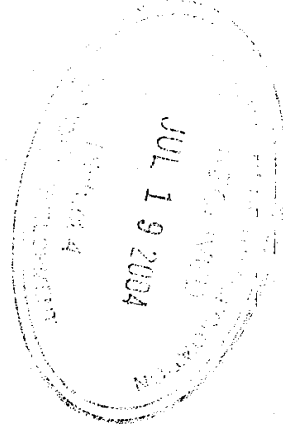
An IDOT study of the Route 116 corridor, the logical direction for an interstate, has been halted in favor of a project which is on the wrong side of the

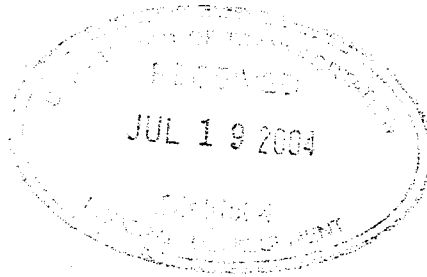
river and goes in the wrong direction but which will upset the fewest property owners (among other considerations). Does anyone actually think that residents of our metro area to the east use this route?

If a connection running northeast, not in the cards, then the Peoria area would be better off if the money was put into completing the ring road than widening Route 29.

The fact that Peoria is not growing is a very serious matter for all of those who have chosen to live and do business here. If measures are not taken soon, "The Heart of Illinois" will be in Bloomington-Normal. Our elected representatives should act in the best interests of the Peoria metro area.

William R. H.





10833 N. Dana Dr.
Peoria, IL 61615-1163
September 12, 2002

Honorable David Leitch
3114 N. University
Peoria, IL 61604

Dear Dave:

Please read this article from Kansas:

Kansas: Garden City — Expanding
U.S. 50 to four lanes could bring up to
\$5.4 billion to eight southwest Kansas
counties, according to a study by the
Docking Institute at Fort Hays State Uni-
versity. Finney County would reap the
most, nearly \$3 billion over 10 years
from increased tourism, new businesses
and people. The study projected that
failure to expand the highway will cause
the population to stagnate by 2015.

Here is another example where logic and common sense has been applied to highway routing. This will connect Garden City, Dodge City, Kinsley, Hutchinson, Newton and Emporia, which then connects to I-35 to Kansas City. This is the type of logic and common sense routing that should be promoted in Central Illinois, which then can result in greater economic growth.

Here in Central Illinois it appears that people in charge want to build 4 lane full access highways like ILL-116 and proposed ILL-29. This makes it more attractive so people can easily live outside of Peoria. This approach shrinks central cities population with no incentive for industrial growth but a sure proven way to promote urban sprawl.

Sincerely yours,

Lester D. Bergsten

cc: Kirk Brown
Joe Crowe
Peoria Journal Star

Wider Route 29 won't improve Peoria economy

There seems to be no logical reason to widen Route 29 from Chillicothe to Interstate 180. The mileage from Peoria downtown, using Interstate 74 to Interstate 55, to the intersection of Interstates 55 and 80, is approximately 123 miles. From the same point in Peoria, using Route 29, to Interstate 80 and then to the same intersection of Interstates 55 and 80, is approximately 116 miles.

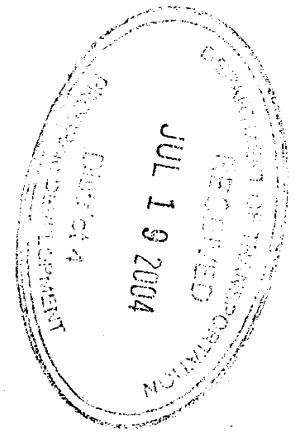
I believe that it's accepted that even after widening Route 29, much of it will not be able to be traveled at 65 mph, so that extraordinary seven-mile savings will quickly be swallowed up by the additional time it will take to travel Route 29. Even an argument for there being a time savings for the growing population north of Peoria does not negate the effects the widening will have on the wildlife, wetlands and beauty of Route 29.

I don't understand the need that many Peoria people have to equal Bloomington-Normal in interstate access. I, for one, would not want to trade the forests and river valley we have for the flat cornfields and beanfields which are quickly being gobbled up by progress in Bloomington-Normal. We already have easy four-lane interstate access to I-155, I-39 and I-55. Any company not willing to truck the "hard" 40

miles from Bloomington-Normal to Peoria now must not be wanting to make any additional sales.

Widening Route 29 will not increase commerce in Peoria. It will only put money into road contractors and construction workers, who could just as easily be put to work to maintain and improve the interstate system we have in place now.

Ma
Peoria



LaHood's folly a multimillion dollar boondoggle

In the Feb. 2 article concerning Ray LaHood and his not-as-yet decision, he said that the purpose of the Peoria-to-Chicago road was not to make the trip faster, but to bring economic help to the communities along the way.

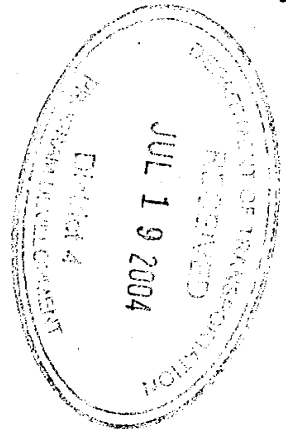
Anyone who has ever made the trip knows that those on the west side of the river have to go through Chillicothe any way they go. Those on the east side would be very foolish to cross the river twice to take the Route 29 way. Sparland, Henry and Putnam are the only other towns along the way.

The purpose of the road was to bring economic benefit to the entire metro-

politan area by making the trip so faster and easier for business and living concerns. By crossing the river on Route 6 and going northeast to Route 39 and 55 the trip is shorter, faster and easier. If desired, the eastern ring can be incorporated.

There is a reason why the Bloomington/Normal area grows so fast — they have a direct road to Chicago. Rep. LaHood's plan for the Route 29 widening is a multimillion dollar boondoggle. No one will live in it and the entire area will lose.

Bob



Remember LaHood's error

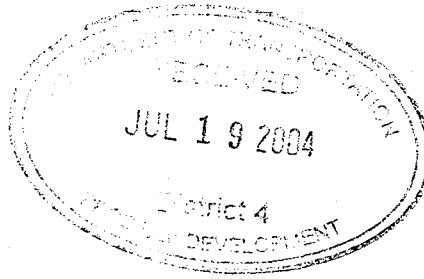
I read with great interest the recent Journal Star editorial condemning Rep. Ray LaHood's failure to stand up to controversy and successfully push forward the Peoria-to-Chicago highway. The hard-hitting point of the editorial could not have been better stated or more correct.

Representative LaHood's lack of vision for the area is almost a direct replay of the 1950s. At that time, the Peoria area and its elected leaders failed to exercise the necessary political clout or vision to directly link the state's then-second largest city to either Chicago or St. Louis in the new, comprehensive national interstate highway system. That costly error helped to ensure the area's obscurity and relative economic decline for the past 50 years, a situation under which the Peoria area continues to struggle.

Unfortunately, while Rep. Dennis Hastert understands and has a vision of what his far west suburban Chicago district needs to prosper in the 21st century, Ray LaHood appears to be clueless.

I trust the Journal Star will remember this disastrous long-term error when it comes time to announce its political endorsements in 2002.

David Prindable
Chicago



COMMENT FORM - July 2004 Public Information Meetings

If you have questions, comments, or opinions related to this study, please complete this comment form.

The Illinois Route 29 Study

JUL 15 2004

29

I would prefer
alternative # 2 of the
South/Central Sections.
(Chillicothe Interchange)

Name: John Bernardi

Affiliation:

Address: 20501 Deer Bluff Dr.
Chillicothe, IL 61523

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

I am not convinced that a 4-lane highway is necessary for Rt. 29. Your vehicle use data does not support the need for 4 lanes for over 50% of the Route even 30 years from now. Given the huge costs, both financial and environmental, during these times of budgetary constraints and Federal Debt, it is absurd to be wasting any further money on this 4-lane highway proposal.

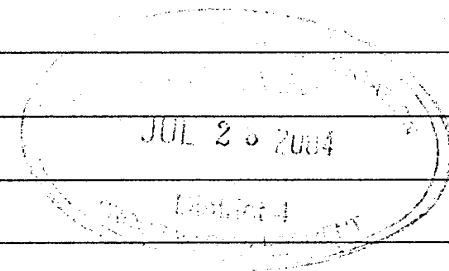
Adequate transportation needs could be met by upgrading turn lanes and keeping the route at 55 mph.

The Illinois Route 29 Study

29

The fact that you did not consider a 55 mph alternative is unconscionable.

I Strongly oppose this project.



Name: R.T. BITNER

Affiliation:

Address: P.O. Box 34

BRADFORD, IL 61421

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

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29

If you have questions, comments, or opinions related to this study, please complete this comment form.

Route 29 is a pleasant, scenic highway which does not get enough use to warrant 4 lanes. Furthermore, changing to 4 lanes as proposed will detrimentally impact an important natural area, Miller-Anderson Nature preserve. This is my favorite local spot for hiking and birdwatching. The project would impact endangered species at the preserve, as well as reduce my enjoyment of it. Bald eagles use the preserve and surrounding areas.

The route could be improved, where necessary, with additional turn lanes, but to widen and straighten the road would be like swatting a fly with a Volkswagon. Neither State nor Federal budgets can afford to waste money on such projects.

The arguments for the project are weak. For example, small towns will

not benefit economically as motorists whiz by at 65 mph. Towns die as businesses move to road frontage areas and downtowns are abandoned. Anyway, a new gas station does not make up for lost quality of life in a rural area.

There is already a 4-lane highway in the area, I-180, and it gets only a trickle of drivers. That road was overkill and so would be the new Route 29.

I denounce this project for environmental destruction, wasteful spending, and permanent ^{negative} changes to the character of the area

Name: Tonya D. Bittner

Affiliation: _____

Address: PO Box 34

Bradford, IL 61421-0034

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

If you have questions, comments, or opinions related to this study, please complete this comment form.

This project is a waste of taxpayer dollars. Both road alignments impact future urban sprawl, and have huge sprawl promotion potential. The environmental impacts of these routes looks to be significant and extensive enough to negate both routes. The lower route necessitates extensive extra construction to deal with hillsides and unstable ground. A sensitive river corridor environment should not be subjected to the massive construction this type of project entails. Increased erosion, negative impacts on wildlife, and pollution of air and water from increased traffic residues should not be introduced along this valley.

The bluff route also raises concerns for erosion issues, hazards to wildlife, and added noise and pollution through woods and ag land.

While efforts that move the proposed routes away from the Marshall County Fish and Wildlife lands, Audubon reserve, and some woods are fortunate, there are real concerns for

problems that will be caused for eagles that roost regularly in Miller Anderson Woods Natural Area, and for the Crow Creek drainage.

Neither route will save enough travel time to Interstate 80 to justify the expense. These routes do not benefit all of the tri-county region, and will most likely be used by the north Peoria region and small communities to the north. This is not a sizeable enough population base to justify this huge expense. With all the efforts Rep. Ray Latta has made, and has received awards for, on behalf of helping better the Illinois River, it is amazing that he is pushing this highway project which add erosion and pollution to a sensitive environment and scenic river.

Name: Joyce Blumenshine

Affiliation: Heart of Illinois Sierra Club

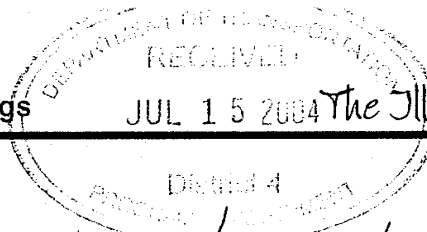
Address: 2419 E. Reservoir

Peoria, IL 61614-8029

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list (Am on mailing list card)

☐ Please remove my name from the mailing list.



The Illinois Route 29 Study

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COMMENT FORM - July 2004 Public Information Meetings

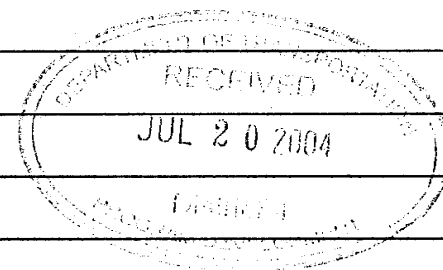
The Illinois Route 29 Study

29

If you have questions, comments, or opinions related to this study, please complete this comment form.

One Farming Operation is in
form of building the new
road on existing Rt 29,
not on the Bluff Alignment
Thank you for your attention

Bogert Farms, Inc.
Darryl Bogert
Tanya Bogert



Name:

Darryl Bogert

Affiliation:

Address:

898 Camp Creek Rd.
Spokane

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

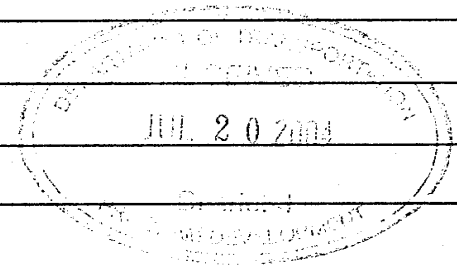
29

If you have questions, comments, or opinions related to this study, please complete this comment form.

I would like to state I am in favor of this project. This highway improvement will help the communities north of Peoria. In the central section, the Rt 29 alignment should be used. If you build a new road, on the bluff this would leave out the economic benefit of this new highway for the Spauld and Harco communities. The realignment of Rt 17 would be a major improvement. A new highway through Spauld will help the economic development of the Spauld-Harco area for the future. It cost more to build on existing Rt 29, but I believe this is the best way to go. Also if you build a new road, we will

still have to maintain existing Rt 29 in the future so in the long run we shall save money.

I know this is not part of your present plan, but Rt 18 should be extended to Rt 40 replacing White Rd. with Rt 18.



Name: Danny Bogner

Affiliation: _____

Address: 898 Camp Grove Rd.
Spauld, IL 61565

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM

The Illinois Route 29 Study

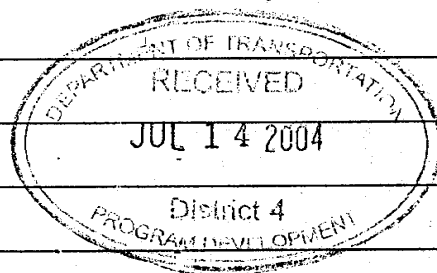
29

If you have questions, comments, or opinions related to this study, please complete this comment form.

I would like to see the new Rt. 29 constructed on the same existing Rt. 29 after the Ison Elevator at marker 13 going (N) because there would be less of a impact on the wetlands on the west side of Rt. 29.

Thank You for your time reading this

James P. Bonney



Name:

James P. Bonney

Affiliation:

Dunbar Grounds Inc.

Address:

14047 S. Harrison Ave.
Cosen, Ill. 60469

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please remove my name from the mailing list.

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

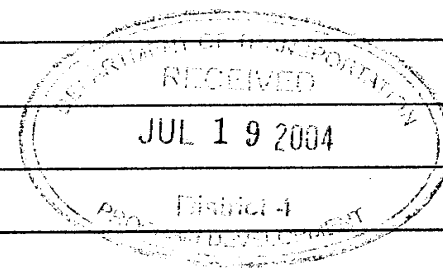
29

If you have questions, comments, or opinions related to this study, please complete this comment form.

My only concern is the amount of traffic coming off the McGrath Interchange and into a subdivision rather than a main throughfare. Currently there is insufficient roadway to handle any increase.

Do you know of any proposal to handle this foreseeable problem.

Thank you for allowing my comments to be voiced.



Name: MICHAEL K. BOOTH

Affiliation:

Address: 3005 SWEETBRIAR DRIVE

CHILLICOTHE IL 61523

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

COMMENT FORM

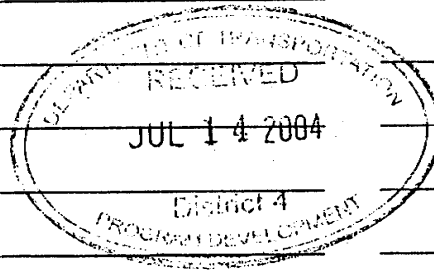
The Illinois Route 29 Study

29

If you have questions, comments, or opinions related to this study, please complete this comment form.

Re Central Section

To me, Alternative C-2 along the bluff seems preferable to C3 or C3A. Not only is the bluff alternative cheaper, but in the future (if there is ever any updating to interstate standards) the bluff alternative seems more amenable to future upgrading.



Name: LORRIS BOWERS
Affiliation: private citizen
Address: 12201 W. US Highway 150
Brimfield IL 61517

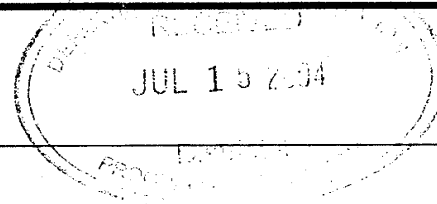
Please fold, tape, and mail. No envelope or postage is necessary.
☐ Please remove my name from the mailing list.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

This project should move forward on a fast track using the proposed S-6-B, S-4, C-2, H-4, & N-2 route.

The Illinois Route 29 Study



29

Name:

J. Browder

Affiliation:

Tax Payer

Address:

5641 W. Suttiff Rd
Peoria IL 61607

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please remove my name from the mailing list.

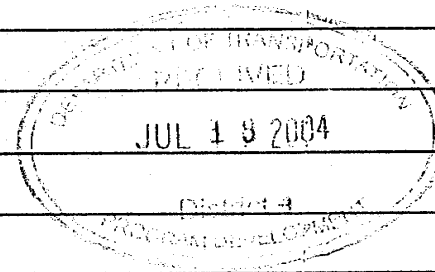
COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study



If you have questions, comments, or opinions related to this study, please complete this comment form.

Follow S-6 B to S-4 to
C-2 to H-4 to N-2
ASAP!



Name:

J. Browder

Affiliation:

Voter

Address:

5701 W. SATLFF RD.

PEORIA IL 61607

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

BUREAU COUNTY HIGHWAY DEPARTMENT

595 Elm Place, Princeton Illinois 61356

Phone: (815) 875-4477 Fax: (815) 875-4470

Jeff Peacock, P.E., County Engineer



July 14, 2004

Eric Therkildsen, P.E.
Program Development Engineer
IDOT District 4
401 Main Street
Peoria, IL 61602

Re: Illinois Route 29 Design Study

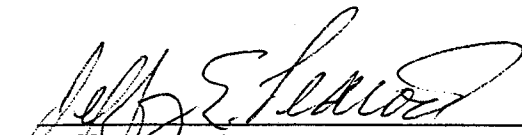
Dear Mr. Therkildsen:

Please be advised that the Bureau County Board passed a Resolution at their regularly scheduled meeting on Tuesday, July 13, 2004, in support of the Route 29 project, and strongly encourage completion of the project in a timely manner. It is also is my personal comment that construction commences at the north end.

Please feel free to call with any questions.

Sincerely,

Bureau County Highway Department


Jeff Peacock, P.E.
County Engineer

JEP/mkl

COMMENT FORM - July 2004 Public Information Meetings

The Illinois Route 29 Study

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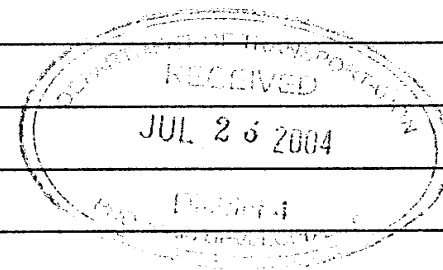
If you have questions, comments, or opinions related to this study, please complete this comment form.

Mr. Eric TherKildsen,

We are opposed to the Illinois Route 29 Expansion project in general, and most specifically to the S-6C alternative.

The cost for this project in terms of money, disruption of homes, farms & businesses, as well as the quality of life for those near the project is Too High for any proposed benefits.

If the state & federal government want to spend the dollars, then a bridge over the Illinois River in the Moxville area would be a far better project. It would be a more positive way to provide connectivity and enhance economic development for the whole region.



Name: Tim & Barb Burroughs

Affiliation:

Address: 3201 E. Hidden Valley Ln

Chillicothe, IL 61523

Please fold, tape, and mail. No envelope or postage is necessary.

☐ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.

TO: Eric Therkildsen, IDOT, 401 Main Street, Peoria, IL 61602 July 24, 2004

The residents in the C-2 area of the Plan II Illinois Rt. 29 Study have opposed this highway for the last 5 years.....some for the last 54 years. We have not changed our collective minds. In 1999, we were told that a highway through this area was going to provide us with a faster way to Chicago. When it was demonstrated that a highway through what was then called Corridor A would ADD 10 minutes to a trip to Chicago and that a highway built along Rt. 116 or Rt. 24 would only shorten the trip by 10 minutes, the politicians changed their pitch and said it was not about a faster way to Chicago, it was about economic development. Then we were introduced to Plan I of the Illinois Rt. 29 Study that bypassed all the towns along the way. At the latest IDOT meeting in Chillicothe, which introduced Plan II of the Illinois Rt. 29 Study, we were told it was not about getting to Chicago faster or economic development, but it was about uniting the community. When we asked what community they were referring to we were told Peoria to 180. We remember a similar promise about how a highway was going to bring prosperity and economic development to the town of Hennepin when I-180 was built. It doesn't take a rocket scientist to figure out that it didn't happen.

I would like to suggest you call our PBS Channel 47 and ask to see their Video about how the State of New Jersey will run out of any open spaces in the next 20-40 years because of the greed of developers to make a fast buck. See the problems that this has caused in New Jersey. We may live out here in a rural area, but that does not make us ignorant and blind too what is going on. We are aware that development in Peoria is all on the west and north side. We are not interested in giving up our lifestyle out here to enhance the pockets of the developers or the legacies of a group of politicians.

TOP TEN REASONS WHY I DON'T WANT CORRIDOR A ~ Now Called the Illinois Route 29 Study Plan II.

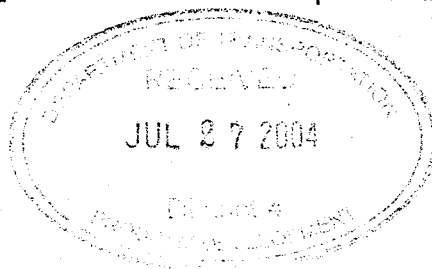
1. The logic of using this many miles of **PRIME FARMLAND** to make a highway from Peoria to Chicago that doesn't reduce time or miles or for economic development or uniting an area completely escapes me. Do IDOT and State and Federal officials think GOD is going to give you more to prime farmland to replace what you take for this highway? Time for a **REALITY CHECK!** When it is gone. It is **GONE**
2. If another road is needed (political desires and support is not proof of actual need), use the one with the shortest distance and less farmland. **FARM OPERATIONS ARE REAL BUSINESSES** just like **STORE MERCHANTS**. Saying you're are going to run the road along property lines still takes out farmland and lowers revenue that supports our county and school district. **Are you willing to pay the farmers the REAL cost of moving their operations? Where are you going to find EQUAL PRIME FARMLAND to RELOCATE THEM?** It won't be up in Cook or Lake County. All the farmland up there has already been converted to highways, subdivisions and shopping malls.
3. **USING PRIME FARMLAND TO MAKE ROADS LEADING TO MAJOR CITIES LEAVES NO GROUND TO GROW GRAIN or RAISE CATTLE AND HOGS TO FEED our country and others.** In this error of terrorism, we cannot always depend on being able to import globally. 9/11 proved that.
4. The more land you take out of use, the more **YOU DEPRIVE** our counties of **TAX REVENUE** to maintain our own roads, fund our **emergency services** and **ABOVE ALL FUND OUR SCHOOLS**. We have enough struggles downstate with Chicago getting the lions share of the state's education **FUNDS** because you have used up the majority of the farmland up there and crowded masses of people in one corner of the state.
5. The Midland School District now stretches from Route 40 on the West to almost Route 39 on the east. Our bus routes are long enough. Some children are on their bus almost **one hour** going to and coming home from school. School starts at 8:30 AM. 2-3 children in each classroom often don't arrive on their bus until 8:40. A highway through our school district would delay buses even more. This **destroys the quality of teaching and learning**. We have adjusted the schedules the best we can. We can't start later because it would lengthen our day and we would not be finished when other area schools arrive at our schools for sports or scholastic events. We would not make it to away events on time. **Winter storm days** would make travel even worse because snow plowing would take even longer and delay buses further. These longer routes add additional fuel expenses to already stressed township maintenance and school transportation budgets.

6. Please use the ridiculous amount of money being spent on surveys to **repair our existing roads**. It is **not** a point of pride to be known as a state with one of the worst roads in the country.
7. To go through or along a bluff, 2500 feet is closer to what will be needed due to erosion control. This is a lot more for this area than the 300-foot wide span mentioned in the studies and meetings.
8. If you build a highway through the C-2 area, you will decrease traffic along Rt. 29 and turn all the small towns into ghost towns. You will also have 2 highways to maintain and one will not be used.
9. The EPA has **spent 13 million dollars** in previous years to **protect the Senachwine Creek Watershed**. This would ruin it.
10. If I wanted to live with the pollution and crime of a big city, I would have chosen to build there. I didn't want that and have 20 plus years of hard labor and a lot of money into making our home and land the place of my dreams. **If Politicians and the developers want this HIGHWAY for their legacy so bad, have them run it though their HOMES, front yards, back yards or neighborhoods but not out here in prime farmland.** When their land/property is devalued, they still have the money to rebuild. We won't. Their occupations don't require that they live where they work. Many of ours do.

Eileen Butte, 474 Yankee LN, Marshall County, Chillicothe, IL 61523

Please keep my name on project mailing list.

Cc:



Governor Rod Blagojevich 207 Statehouse Springfield, Illinois 62706	The Honorable Lane Evans 17 th Congressional District 1535 47 TH Av. #5 Moline, IL 61265
Lt. Governor Patrick Quinn 214 State House Springfield, IL 62706	The Honorable Peter Fitzgerald Kluczynski Bldg. ~ Suite 3900 230 South Dearborn Chicago, IL 60604
The Honorable Ray LaHood 17 TH Congressional District 100 NE Monroe, Rm 100 Peoria, IL 61602	The Honorable Richard Durbin Kluczynski Bldg. ~ Suite 3592 230 South Dearborn Chicago, IL 60604
State Senator Dale E. Risinger 37 th District 5415 N. University Peoria, IL 61614	State Rep. Donald L. Moffitt 74 th District 64 S. Prairie St. 5 Weinberg Arcade Galesburg, IL 61401
State Rep. David Leitch 73 RD District 3114 North University Peoria, IL 61604	State Rep. Frank Mautino 76 th District 108 West St. Paul St. Spring Valley, IL 61362
State Rep. Ricca Slone 92 nd District 456 Fulton St, Suite 150 Peoria, IL 61602	State Senator. Dan Rutherford 53 rd District 732 W. Madison ST Pontiac, IL 61764
State Rep. Keith Sommer 106 th District 121 W. Jefferson Morton, IL 61550	State Senator Patrick Welch 38 TH DISTRICT 904 Shooting Park Rd. Peru, IL 61354

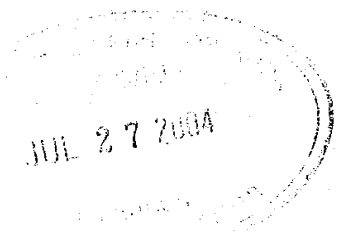
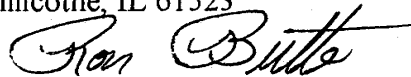
As is usually the case there is both a price and a cost associated with PROGRESS and in the ideal situation they are equal but always difficult and controversial to measure. Farmland lost to interstate or major highway construction is almost never recovered or returned to productive agricultural usage. But how do you measure the disruption to a farming operation and the loss of a family heritage that has been nurtured and cherished for several generations. Thomas Jefferson said that farmers were the most patriotic of citizens due to their love of and dependence on the land. I believe that you will find this true of most farmers and rural homeowners that have worked to build a life in the country. We are not against progress, the good of the country or our communities. **We will not, on the other hand, willingly let this life be swept away without good cause or for the benefit of an elite few.**

We keep hearing about the economic benefit that this new highway will deliver. This may be the true belief of the backers but there are no guarantees here. I will guarantee that a new highway will create cost, disruption, noise and air pollution, drainage problems and relocation for those in it's path. Following existing and established routes will minimize these issues if done in a truly conscientious manner. Bypassing towns by abandoning existing roads will create abandoned towns and businesses as was pointed out in a Jerry Klein article about towns along Rt. 66 that have been forgotten since I-55 was opened.

Route 29 must have some enduring values as it was selected as a state route many years ago and the railroad elected to build parallel to it. This was done in a time where much of the construction was manual in nature and roads were built with minimum grade to accommodate vehicles that didn't have power to spare. Today, that same design criteria would conserve fuel and our dependence on foreign oil. A new highway across the bluff will increase the need for more power and fuel as vehicles climb the steeper grades. The existing roads will be severed and result in longer travel distances for remaining residents, school busses and emergency vehicles such as police, fire and ambulance. This will cost the county more and taxes will have to be raised to offset the loss of tax dollars for land and property taken by another highway.

The more sensible plan would be to finish the ring road by adding a bridge across the river at the point where Rt. 6 ends. If none of the politicians can see the common sense in this plan, then please keep this highway on Rt. 29 and off the bluff (delete section C-2)

Ron Butte
474 Yankee LN
Chillicothe, IL 61523



JUL 27 2004

COMMENT FORM - July 2004 Public Information Meetings

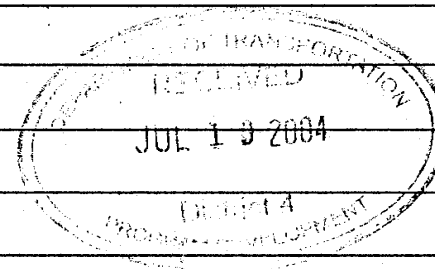
The Illinois Route 29 Study



If you have questions, comments, or opinions related to this study, please complete this comment form.

I think you should make old 29 a Business 29 thru the edge of Henry & not make a cul-de-sac.

As a member of the Henry Chamber of Commerce we would like to see Henry grow & prosper every way possible.



Thank you for your considerations.

Name: Sharon L. Chapman, President

Affiliation: Henry State Bank

Address: P. O. Box 207
Henry, IL 61537

Please fold, tape, and mail. No envelope or postage is necessary.

☒ Please add my name to the mailing list.

☐ Please remove my name from the mailing list.